

**ORDER**

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

8260.31B

3/11/85

**SUBJ: FOREIGN TERMINAL INSTRUMENT PROCEDURES**

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1. PURPOSE. The purpose of this order is to provide Flight Standards divisions with standardized guidelines for authorizing the use of Foreign Terminal Instrument Procedures (FTIP) by U.S. certificate holders operating into foreign airports under Federal Aviation Regulations (FAR) Parts 121, 125, and 135.

2. DISTRIBUTION. This order is distributed to all addressees on special distribution lists ZVS-826/ZVS-827, and to all International Aviation field offices.

3. CANCELLATION. Order 8260.31A, Acceptance of Aeronautical Information Publications (AIPs) and Foreign Instrument Approach Procedures (FIAPs), dated April 18, 1978, is canceled.

4. BACKGROUND. This revision contains new guidance for authorizing, restricting, or denying the use of FTIP by U.S. certificate holders, and deletes the requirement to list International Civil Aviation Organization (ICAO) member nations having Aeronautical Information Publications (AIP) that are acceptable to the Federal Aviation Administration (FAA). Amendable appendixes have been added which include lists of FTIP that are not authorized for use by U.S. certificate holders and those that are authorized only with FAA restrictions. The use of controlling region messages to notify other regions and the Air Transportation Division, AFO-200, of changes to the status of FTIP has been introduced. Methods used to establish landing minimums have been clarified.

5. DEFINITIONS.

a. Controlling Region. A "controlling region" is the FAA region that is responsible for the surveillance and inspection of foreign airports, as well as instrument landing system (ILS) Category II and III approaches at those airports, that are to be used or are being used by U.S. certificate holders. For the purpose of this order, the FAA Europe, Africa, and Middle East Office is considered to be a controlling region. It is expected that the Flight Inspection and Procedures Staff in the Flight Standards Division will be the program focal point in the controlling region. When appropriate, the controlling region may request assistance from an associated Flight Inspection Field Office (FIFO) in accordance with paragraph 109 of Handbook 8260.19A, Flight Procedures and Airspace.

b. Criteria. The term "criteria" includes ICAO or U.S. terminal instrument procedures development criteria. If a procedure complies with ICAO criteria, application of U.S. criteria is not appropriate, except when determining visibility minimums. Accordingly, application of ICAO criteria is

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Initiated By: AFO-220

not appropriate if a procedure is developed under U.S. criteria. U.S. criteria means Handbook 8260.3B, United States Standard for Terminal Instrument Procedures (TERPS), and all FAR, orders, advisory circulars, and notices that are applicable to terminal instrument procedures. ICAO criteria means PANS-OPS Document 8168-OPS/611, Procedures for Air Navigation Services - Aircraft Operations, Volume II (second edition 1982 and subsequent changes).

c. FTIP. Foreign Terminal Instrument Procedures (FTIP) include instrument approach and departure procedures developed and published for use in foreign nations using either ICAO or U.S. criteria. Irrespective of the existence or quality of an AIP, only the published procedures themselves are relevant when evaluating FTIP.

d. Certificate-Holding Office. The FAA district office or international field office responsible for the certificate and the operations specifications (OPS SPECS), and the regular inspection and surveillance of a U.S. certificate holder.

e. Certificate-Holding Region. The FAA region having supervisory responsibility for the certificate-holding office.

f. Certificate Holder. A U.S. air carrier or operator, operating under FAR Parts 121, 125, or 135, who holds either an air carrier operating certificate or an operating certificate.

6. FTIP DEVELOPED BY ICAO MEMBER NATIONS. (Appendix 1) The U.S. certificate holder has a responsibility for determining that a procedure complies with criteria. Except for the approval of Category II and III approach procedures covered in paragraph 11 below, controlling regions and certificate-holding regions and offices are not required to make initial or periodic reviews of procedures developed by ICAO member nations. Such procedures will be considered as being authorized for use by U.S. certificate holders. However, if discrepancies in the application of criteria are detected by the certificate-holding office or any other source, the controlling region shall be notified as soon as possible. When the controlling region becomes aware of a possible discrepancy or safety-of-flight problem, the affected FTIP will be fully evaluated, using all available data, and a determination will be made whether to permit continued use of the FTIP by U.S. certificate holders. Isolated and minor deviations from criteria can often be quickly corrected by advising the nation's aviation authority or by coordinating directly with the charting agency or service used by the concerned U.S. certificate holder. Before making a determination that an FTIP is not authorized for use by U.S. certificate holders, the following should be considered:

a. Some ICAO member nations do not maintain a current AIP. Instead, those nations maintain up-to-date procedures by means of Notices to Airmen (NOTAMS) and/or a reliable and regular correspondence with the charting agencies or services used by U.S. certificate holders. ICAO member nations' procedures that are known to be published in this manner are acceptable and should be considered authorized for use by U.S. certificate holders.

b. Some ICAO procedures may meet criteria in general, yet, contain variances in certain significant parts, such as the obstacle clearance altitude (OCA), obstacle clearance height (OCH), visibility minimums, minimum descent altitude (MDA), decision height (DH), or the missed approach. In these cases, the controlling region may apply a restriction or special provision which either results in compliance with criteria or in an equivalent level of safety. One way to obtain an equivalent level of safety might be to require a special provision such as aircrew training prior to use of a procedure. If a procedure can be used with restrictions or with special provisions, the controlling region shall issue notification in accordance with paragraph 12.

c. If the controlling region determines that any ICAO member nation's procedures are not authorized for use by U.S. certificate holders, notification shall be made in accordance with paragraph 12 of this order.

d. Proposed significant modifications of FTIP shall be coordinated with the host nation and should receive the concurrence of the host nation prior to use. However, emergency safety-of-flight restrictions should not be delayed pending coordination with the host nation.

7. NON-ICAO MEMBER NATION PROCEDURES. (Appendix 2) A U.S. certificate holder may, through its principal operations inspector (POI), request the FAA to evaluate a non-ICAO member nation's FTIP. If the controlling region determines that a non-ICAO nation's procedure complies with criteria or can be adjusted or restricted to provide an equivalent level of safety, notification will be given in accordance with paragraph 12, and the procedure will be listed in Appendix 2. Modifications of FTIP require the concurrence of the host nation. If sufficient data are not available to conduct a satisfactory evaluation, the controlling region shall not authorize use of the procedure, unless the certificate holder can develop and submit a procedure in accordance with paragraph 8 below and paragraph 19 of OPS SPECS. If the controlling region is aware that a non-ICAO member nation's FTIP meet criteria, that nation's FTIP will be listed in Appendix 2.

8. FTIP PROVIDED BY THE CONTROLLING REGION. (Appendix 3) The intent of this order is to discourage the development of foreign procedures by the FAA. Strict compliance with paragraphs 6, 7, and 8 will normally eliminate the need for the FAA to become involved in the actual development of the FTIP. If there are reasons why an FTIP should not be authorized using the provisions of the foregoing paragraphs, the FAA should not assume such a responsibility for the same reasons. However, there might be special reasons why a controlling region would find it mutually beneficial to approve the FAA development and maintenance of an FTIP. In such cases, the following applies:

a. An FAA-developed FTIP requires subsequent FAA monitoring and maintenance of the procedure to assure that the procedure is safe and up to date.

b. Authorization to develop and use the procedure will be obtained from the host nation by the controlling region prior to issuing the procedure for use by U.S. certificate holders.

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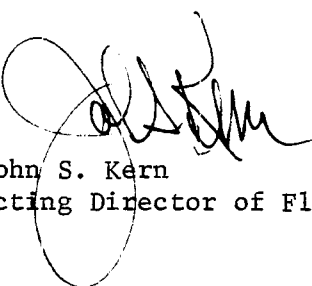
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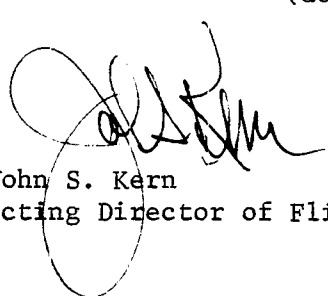
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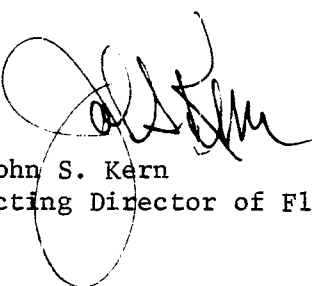
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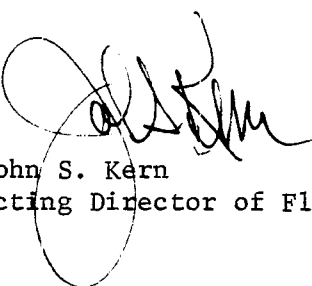
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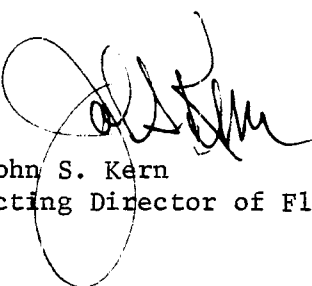
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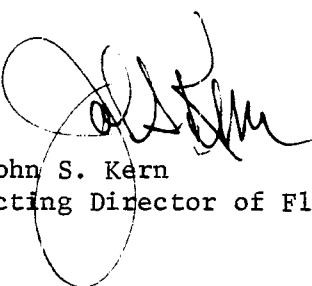
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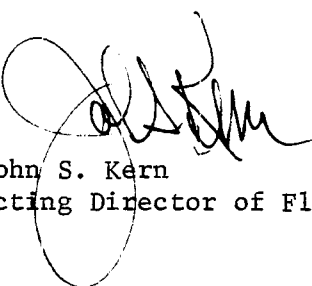
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14. ICAO CRITERIA DOCUMENTS. Information regarding relevant ICAO documents may be obtained by writing or telephoning the Distribution Officer of ICAO Headquarters.

International Civil Aviation Organization  
1000 Sherbrooke Street West  
Suite 400  
Montreal, Quebec, Canada H3A 2R2  
Telephone (FTS off net): 832-6501  
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by AFO-200, as needed, or at least once each calendar year. The appendixes will contain the following lists:

(1) ICAO member nations' FTIP that are not authorized for use by U.S. certificate holders or that are authorized to be used with FAA restrictions or special provisions (Appendix 1).

(2) Non-ICAO member nations' FTIP that are authorized for use by any U.S. certificate holder (Appendix 2).

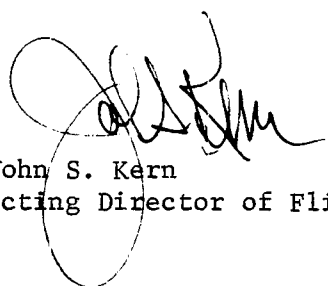
(3) FTIP that have been developed by the controlling regions and that are authorized for use by any U.S. certificate holder (Appendix 3).

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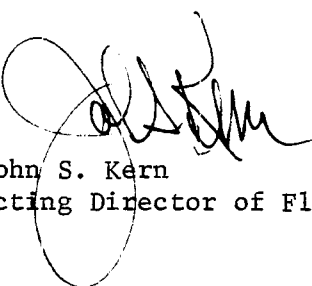
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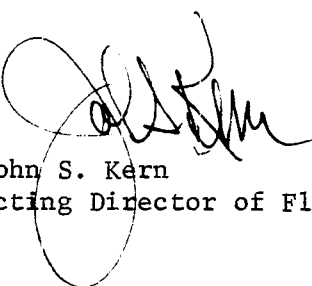
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